

ESPECIALLY NECESSARY TO TEST SEED



Excellent Field of Corn.

(From the United States Department of Agriculture.)

Testing seed corn for germination—always a profitable farm practice—is an absolute necessity this year in many sections. In a number of districts the last corn crop from which seed for the coming planting will be taken was late in maturing or so moist when harvested as to call for special precautions. A high moisture content makes seed corn particularly susceptible to damage from freezing or heating. Farmers in the sections where corn failed to ripen normally who do not test their seed early enough to be able to replace their own bad seed with good seed secured from other sources will be taking an unnecessary risk. It is also especially important for holders of seed in such districts to take unusual care during the remainder of the winter to protect it from freezing.

While complete testing for germination should take place shortly before the seed is planted, the specialists of the department believe that it will be simple forehandness for farmers who have any reason to be doubtful about the viability of their seed to make a preliminary germinating test with a few typical ears taken at random from the rack. If these prelim-



First Prize Seed Corn.

inary tests show that the seed is good, the owner then can continue his precautions to guard it from weather damage. If, however, this test with a few ears indicate that the seed is of low vitality, the farmer should at once make further tests to satisfy himself as to whether his seed corn generally is good or bad.

If a farmer finds his seed is bad he should take steps at once to meet the difficulty. The purchase of seed should not be delayed till spring, especially when so much corn in various sections has been damaged. The farmer should secure his seed from well-known sources, buy it upon a germinating guaranty basis, and get his seed or typical samples early enough to make his own germinating tests. It is probable this year that many farmers who have not followed the wise practice of selecting enough special seed from good crops to last them in an emergency for two or three years will have to buy seed. In buying seed, farmers should try to secure corn of varieties known to prosper in their section. The safest seed would be that carefully selected from good corn grown in the immediate neighborhood, but at any rate effort should be made to obtain seed grown in districts where climate, soil, and farming conditions in general are similar to those at home.

If the farmer happens to have a stock of seed left over from the 1914 crop and doubts the seed saved from his 1915 crop, he would do well to test the older seed also and then use whichever shows the greatest vitality. Seed corn if properly cared for will retain its vitality for several years. Many farmers knowing this always select an extra amount of seed from an unusually good harvest.

The following method of testing seed corn is taken from Farmers' Bulletin 794. The corn is placed on drying racks made by driving wire finishing nails about four inches apart on four sides of a stick. A number is placed over the nail and the butts of the ears are put on the nails. If wire fencing or other seed racks are

used, the ears can be numbered in other ways.

In single ear testing, two kernels from opposite sides of the ear on the top, two from the middle, and two from the butt are put in numbered squares or portions of germinating boxes or other testers. The kernels are kept moist at a room temperature not above 90 degrees F. nor below 50 degrees F. After six or seven days the seed should begin to sprout. Only those ears from which all the kernels give strong sprouts should be reserved for planting.

Under ordinary circumstances, it may not be absolutely necessary to test individual ears. If a large number of typical ears show germinating tests as high as 97 per cent, the seed in general may be considered good. Under the unusual conditions prevailing this year, especially in neighborhoods where the corn did not mature normally, it should well repay a corn grower to test every ear that he intends to use for seed. If he has any reason to doubt the quality of his individual stock, the ear-by-ear testing is simply a form of labor and crop insurance.

Before testing germination, the farmer should examine each ear and throw out all the ears which do not look right or which have several withered or damaged kernels. He should strive to make up his seed from ears which in size and appearance seem to be normal for his variety of corn. Seed corn should be shelled if possible by hand to avoid the risk of damage by mechanical shelling. Before shelling the owner should pick out peculiar looking kernels and separate the seed into sizes so as to make certain that the corn drill will plant regularly.

VALUE OF POTATOES AS FEED FOR SWINE

When Prices Are Low Surplus Tubers May Be Used to Advantage When Cooked.

(From Weekly News Letter, United States Department of Agriculture.) Because of the surplus of white or Irish potatoes now on the market and the consequent low prices, many farmers have been seeking information as to the possibility of feeding them to hogs.

Many experiments have been conducted in Germany and other foreign countries as well as a few in the United States to determine the value of potatoes as feed for swine. In Ireland and Germany farmers feed large quantities of potatoes annually. From experimental data it has been concluded that 4 to 4½ bushels of potatoes when cooked are equal to about one bushel of corn for putting gains on hogs. Therefore, if corn is worth 80 cents a bushel potatoes when fed to hogs would be worth only 18 to 20 cents a bushel. There may, however, be instances where it would be more advantageous for the farmer to feed to hogs right on his own place at least part of his crop rather than to haul these potatoes to an already overloaded market.

According to the consensus of opinion potatoes are fed to the best advantage when cooked or steamed and mixed with other feeds. Experiments in which raw potatoes were fed alone have been reported. In certain instances the raw potatoes are said to have caused scours. However, raw potatoes in small quantities and in a diet lacking succulence may be conducive to health in pigs.

In cooking potatoes only enough water should be used to make a mealy mash and prevent burning. The resultant meal should then be mixed with cornmeal or other grain supplement. Tankage, skim milk or meat meal would probably add to the profit of the mixture. Potatoes when prepared in the manner described and under the conditions mentioned can often be fed to pigs with advantage.

INDIGESTION, GAS OR SICK STOMACH

Time it! Pape's Diapiesin ends all Stomach misery in five minutes.

Do some foods you eat hit back—taste good, but work badly; ferment into stubborn lumps and cause a sick, sour, gassy stomach? Now, Mr. or Mrs. Dyspeptic, jot this down: Pape's Diapiesin digests everything, leaving nothing to sour and upset you. There never was anything so safely quick, so certainly effective. No difference how badly your stomach is disordered you will get happy relief in five minutes, but what pleases you most is that it strengthens and regulates your stomach so you can eat your favorite foods without fear.

You feel different as soon as "Pape's Diapiesin" comes in contact with the stomach—distress just vanishes—your stomach gets sweet, no gases, no belching, no eruptions of undigested food.

Go now, make the best investment you ever made, by getting a large fifty-cent case of Pape's Diapiesin from any store. You realize in five minutes how needless it is to suffer from indigestion, dyspepsia or bad stomach. Adv.

Got on His Nerves.

"I understand you have moved your office."

"Yes. I had to get away or suffer a nervous breakdown."

"What was the matter?"

"I was next door to a painless dentist and I couldn't stand the yells of his patients."

HOW TO SUCCEED

During the last few years, conditions in all lines of business, even professional life, have changed so completely that every man is waking up to the fact that in order to win success he must specialize and learn to do some one thing and do it well.

So it is with any article that is sold to the people. It must have genuine merit or so much of advertising will maintain the demand for the article.

For many years druggists have watched with much interest the remarkable record maintained by Dr. Kilmer's Swamp-Root, the great Kidney, Liver and Bladder Remedy. From the very beginning the proprietors had so much confidence in it that they invited every one to test it.

It is a physician's prescription. They have on file thousands of unaltered letters received from former sufferers who claim they are now enjoying good health as a result of its use.

However, if you wish first to try a sample bottle, address Dr. Kilmer & Co., Binghamton, N. Y., enclose ten cents and mention this paper. They will promptly forward you a sample bottle by Parcel Post.

Regular sizes for sale at all druggists—fifty-cents and one-dollar.—Adv.

In the Suburbs.

"Why do you believe your neighbor is a confirmed bachelor?"

"By the language of flowers."

"How does that tell you?"

"Yesterday he dug up the matrimony vine on the wall, and this morning I caught him sowing bachelors' potatoes."

SYRUP OF FIGS FOR A CHILD'S BOWELS

It is cruel to force nauseating, harsh physic into a sick child.

Look back at your childhood days. Remember the "dose" mother insisted on—castor oil, calomel, cathartics. How you hated them, how you fought against taking them.

With our children it's different. Mothers who cling to the old form of physic simply don't realize what they do. The children's revolt is well-founded. Their tender little "insides" are injured by them.

If your child's stomach, liver and bowels need cleansing, give only delicious "California Syrup of Figs." Its action is positive, but gentle. Millions of mothers keep this harmless "fruit laxative" handy; they know children love to take it; that it never fails to clean the liver and bowels and sweeten the stomach, and that a teaspoonful given today saves a sick child tomorrow.

Ask at the store for a 50-cent bottle of "California Syrup of Figs," which has full directions for babies, children of all ages and for grown-ups plainly on each bottle. Adv.

Looking to the Future.

"I guess I'll make a lawyer of Josh," said Farmer Bates. "My wife wants him to be a doctor, and he's sure going to be a professional man; but we'd want to show our confidence in him, and I think it would be a heap safer to take Josh's law than his medicine."—Youth's Companion.

Throw Off Colds and Prevent Grip. When you feel a cold coming on, take LAXATIVE SYRUP OF FIGS. It restores your system and keeps you healthy. Only One—BROMO QUININE & W. GROW'S signature on bot. box.

Hope.

Knicker—After prison reform, what? Hocker—Perhaps some day they will reform the home.

His Status.

"What a funny sort of fellow that young surgeon is!"

"Yes; he's a regular little cut-up."

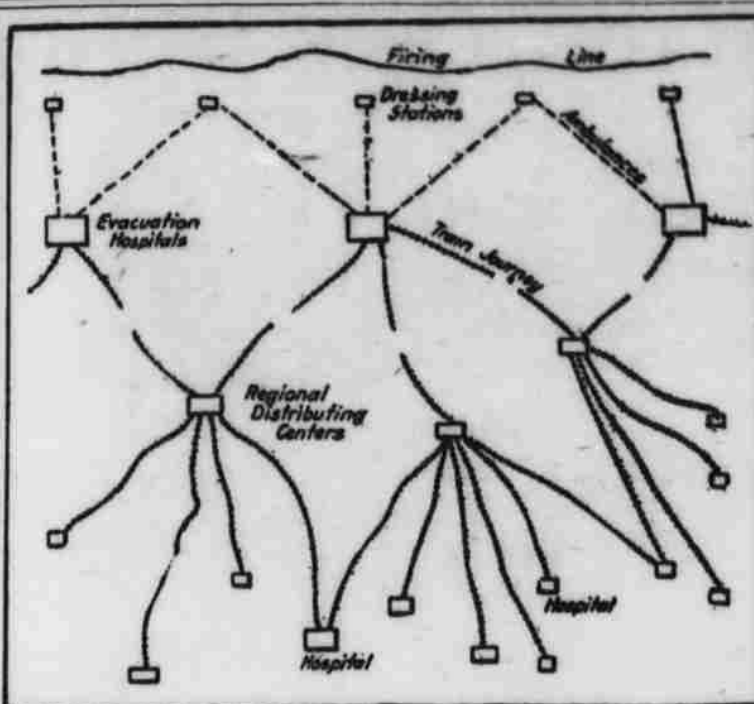


Diagram Showing How Wounded Are Distributed to the Hospitals in the Various Parts of France.

SAVED THE WOUNDED

GOOD WORK OF THE RAILROADS OF FRANCE.

Ambulance Trains Have Conveyed Soldiers, Injured While on Duty in the Trenches, to Points Where Relief Could Be Afforded.

The French have equipped a system of 250 special ambulance trains for carrying wounded men from the front to hospitals, where they will be properly cared for. As the war goes on the railroad stands out more and more clearly as the indispensable servant of the warring armies. In the beginning it served only as a carrier of troops and supplies, but now we have in addition, in France at least, an intricate hospital train service, about which revolves every other service for the wounded. The careful and rapid transportation of troops has been the means of saving a multitude of valuable lives, for the greatest enemy of the wounded soldier is infection, the bullet or shell having carried into the flesh soiled pieces of his clothing. It then becomes a race against time and distance to get the man into a real hospital, where his wound can be washed and disinfected. As now organized the staffs of the hospital trains undertake to wash the soldiers' wounds en route if necessary.

Beginning before the war with seven hospital trains, kept almost for show, since nobody could foresee the need for hundreds of trains and thousands of specially equipped cars, sufficient to carry a half million wounded a month, there have been slowly prepared in France no less than 250 thoroughly equipped hospital trains, composed of 4,000 cars, or one thirteenth the total number of passenger cars used on all the roads of the United States. The total capacity of these 250 trains is about 100,000 wounded. It is estimated that to date, including German wounded, nearly 1,500,000 men have been carried from the front to the hospitals in France in these trains.

Each train is as perfectly organized as a hospital ship. Each has its number, each has Red Cross emblems painted on every car, each its selected set of officers and nurses who never leave it, each its allowance of supplies, its special equipment and its special duties.

The wonderful part about this service is the minimum of cost for operation. Although no less than \$160,000,000 is being spent for the wounded this year, a comparatively small part of this money has gone into the hospital trains. The organization controlling these trains is particularly remarkable in that it was born of a necessity which no one but railroad men could understand until the past spring. Literally millions upon millions of men and women, mindful of their own loved ones, have been and are giving of their time and their money to the wounded. But while everybody could visualize the need for stretchers, for additional hospitals, or for motor ambulances for use on the battlefields, or to meet trains at interior railway stations, and to carry the wounded to the hospitals, but few could understand that it was a matter of life and death to fit trains properly for the carrying of the wounded during a brief 10 or 20 hours. So it was only this spring that there came any public realization of the need of organizing the work of the trains. The work that had been done had been carried on by a few railroad men and train surgeons clamoring for money from public or private sources. Finally, they were understood, and each city of France began to contribute money; then a few Americans contributed money, and now, with the service in good order, funds are available from other quarters.—From an article in the Railway Age Gazette.

Diplomacy.

Three times had King Canute ordered the waves to recede. And three times had the waves paid no attention whatever to his commands.

"The only thing to be done in a case like this," said the king, "is to break off diplomatic relations with Father Neptune."

And it was so ordered

DOING AWAY WITH NOISE

"Chugless" Locomotive Is Declared to Be More Than a Possibility of the Future.

The seekers after noiselessness will owe much to Hiram P. Maxim if he is able to carry into effect his plan for a "chugless" locomotive. Future ages are likely to find our era uncivilized largely in this, that "man's stifful uproar mingling with his toll" was the rule rather than the exception, and that we were as noisy as we were busy. At present a hideous racket seems to be inseparable from our notion of progress. In our insistence upon high-speed living and the conservation of time we demand night labor, yet we conspire to give those who "have to go to bed by day" no chance to sleep.

The list of needless noises is long and varied, and as the strident clamor increases each new voice must raise itself above the already prevailing pandemonium in order to be heard. Since the wayfaring man no longer starts at an ordinary "honk," the motorist must be able to fill the air with the shriek of a demon in agony. Every new building that storms the skies of modern Babylon sets the steam riveters hammering like mighty woodpeckers, and the role of Macbeth, who murdered sleep, has a thousand mechanical impersonators every time building work on a grand scale is undertaken anywhere.

Nobody wants to see the hand of progress stayed, especially in this day when a bloody carnival of demolition is in full swing, and millions of men are under orders to tear down all that the ages have upheaved. But surely the future years will see to it that this amazing turmoil we make is muted to a comparative whisper in order that the still small voice of the life of the spirit may gain a hearing.

Prevents Fireman's Death Plunge.

A common form of railroad accident is that which often takes place when, by some accident to the coupling between them, the tender and the locomotive become separated. In such cases the air brakes are automatically applied and the runaway train brought to a stop. But if the fireman is at his post on the tender, the sudden application of the brakes is sufficient to throw him off his feet, and he is hurled headlong under the wheels of his own train which has not yet been brought to a complete standstill. Matthew J. Slatery and Charles A. Diehm, two railroad men of Philadelphia, have been recently awarded a patent on a device which is designed to save the fireman's life in this emergency. The apparatus consists of a metal net, carried beneath the floor of the tender, which, in case of a parting between the locomotive and tender, will be released and drawn forward to provide a safety net to catch anyone who may be standing on the tender at the time of the accident.—Scientific American.

Shoe Superstitions.

Many superstitions are connected with this article of apparel. It is thought unlucky to put either shoe on the wrong foot. Because Augustus Caesar was nearly assassinated by a mutiny one day when he put on his left shoe first, a saying has arisen that the right shoe must be put on first unless its owner wishes to court misfortune. Pythagoras, the old Greek sage, told his disciples to put their left foot into their baths first. In Anglo-Saxon marriages the father-in-law gave the bride's shoe to the bridegroom, who touched her on the head with it to denote his lordly authority. At one time—in the fourteenth or fifteenth century—people wore the points or beaks of their shoes so long that they tumbled over them when they walked, and were forced to tie them to their knees by laces or chains. At length this absurd custom was prohibited by a fine of \$5 and the pain of cursing by the clergy, A. D. 1467.

Lapse of Time.

"They're making a lot of speeches against you out home."

"Let 'em go ahead," replied Senator Sorghum. "If the talk keeps up long enough it'll lose interest and begin to sound like idle gossip. And then, maybe, I won't have to go any further in denying it than merely to step forward and, 'Pash! Pash!'"



Experiments with Baking Powder are Costly

Millions of housewives know this is the truth—they realize the cost of a single bake-day failure. That's why they stick to Calumet.

Be on the safe side—avoid disappointments—use Calumet next bake-day—be sure of uniform results—learn why Calumet is the most economical to buy and to use. It's pure in the can—pure in the baking. Order now!

Received Highest Award
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Be Safe—Use



Cheap and big can Baking Powders do not save you money. Calumet does—it's pure and far superior to sour milk and soda.

Not Very Strong.
Gerald—I wouldn't harm a fly.
Geraldine—You couldn't if it were an able-bodied fly.

FREE Color Plans for Your Spring Decorating



Madam—

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